

## Insurance

100











## Announcements.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. P. Cook	MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	To-morrow, 3rd June, at 4 P.M.
KAMAKURA MARU N. Trent	Kobe and YOKOHAMA	WEDNESDAY, 7th June, at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	Kobe and YOKOHAMA	THURSDAY, 8th June, at 4 P.M.
SENDAI MARU	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHE-MUPO AND NAGASAKI	THURSDAY, 8th June, at 4 P.M.
SANUKI MARU W. Townsend	MARSHALLS, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 15th June, at 4 P.M.
FUTAMI MARU C. Hillcoat	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 1st June, 1899.

**SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 300,000.  
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:  
at Bordeaux (BACALAN), France  
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

**CONTRACTORS**  
FOR  
Constructing and Working  
Railways and Tramways

M. Oppenheimer & Co., Paris.

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

## Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

## To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.  
Apply to this Office.  
Hongkong, 17th May, 1899. [664a]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, 5, W. CORNER, CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)  
Apply to  
Hongkong, 31st May, 1899. [735a]

TO LET.

WHOLE or Part of SPACIOUS OFFICES, First Floor of No. 10, QUEEN'S ROAD CENTRAL. With Immediate Possession.  
Apply to  
S. J. DAVID & CO.,  
Queen's Buildings.  
Hongkong, 29th May, 1899. [721a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).  
Apply to  
Comptroller Office,  
E. C. HOCHAPPEL,  
Hongkong, 23rd March, 1899. [398a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).  
PROPERTY lately occupied by the Bowrington Saw Mills.  
GROUND FLOOR, 5, PEARL STREET.  
OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 18th May, 1899. [12]

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Hongkong, 18th May, 1899. [12]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.  
EMPEROR OF JAPAN...Comdr. Gen. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide-Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar's Street, Hongkong, 17th May, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG MARU (for) To-morrow, 3rd June, Yokohama Direct, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 29th May, 1899. [1310]

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward to the steamer to the Freight Agent, Tacoma, Wash., Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.  
General Agents.  
Hongkong, 23rd May, 1899. [4]

FOR SAN FRANCISCO.

THE "ATLANTIC" (British Bark)

QUEEN MARGARET

Master, will load for the above Port and will have quick despatch.

For Freight, apply to SHEWAN TOMES &amp; CO.

Hongkong, 19th May, 1899. [1153]

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## Mails.

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG...	HAVRE and HAMBURG	About 13th June
CHRISTIANSEN...	(LONDON with transshipment in HAMBURG)	June
BAMBERG...	HAVRE and HAMBURG	About 15th June
Mayer...	(LONDON with transshipment in HAMBURG)	June
*AMBRIA...	HAVRE and HAMBURG	3rd July
Hurmeister...	(LONDON with transshipment in HAMBURG)	July
DEIKE...	NEW YORK	About 10th July
RICKMERS...	VIA SUEZ CANAL	July

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL &amp; SOUTH AMERICA, &amp;c.

Thyra... 3,406... about... June 15  
Belgian King... 3,379... about... July 1  
Carnarhshire... 2,929... about... Aug. 1  
Carlsle City... 3,002... about... Aug. 26

THE Steamship

"THYRA"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1330]  
Hongkong, 30th May, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 22nd June, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th May, 1899. [12]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAMSHIP FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LAND, PASSENGERS AND LUGGAGE.

CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday 12th June  
Prinzess... Wednesday 19th July  
Prinzess... Wednesday 16th Aug.  
Prinzess... Wednesday 13th Sept.  
Prinzess... Wednesday 11th Oct.  
Prinzess... Wednesday 18th Nov.

ON WEDNESDAY, the 23rd day of June, 1899, at 4 p.m., the Company's Steamship

SACHSEN, Captain, will sail with

MAILS FOR PASSENGERS, SPECIAL, and CARGO, via Overland Railway, to

Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

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Hongkong, 12th May, 1899. [12]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAMSHIP FOR SINGAPORE, COLOMBO



## MUD FLAT NORTH.

TIENTSIN, May 23rd, 1899.

To-morrow is the Queen's Birthday! Pardon my insisting upon such a very well known fact, but I have to remind myself of the august occasion now and again, as I might otherwise forget it. If some public function were being prepared, such as a banquet, or garden party at the Consulate for instance, I should naturally remember it. Yet back there is some remembrance after all. Our Volunteers are one with the early morning rehearsal for a grand parade and rooping of the colours to-morrow. Yes, we are going to celebrate Her Gracious Majesty's eighteenth birthday after all. If it is not exactly as it should be celebrated what can we say. There is no hard and fast law by which Consular officials are bound to celebrate the birthday of their royal Mistress or to return hospitality, and it will always remain an open question in Mud Flat North whether Consuls are bound to do anything at all. It is not decided yet whether the Jubilee Hospital will be opened or not. That Hospital is an evidence that there is a screw loose in the public management of Mud Flat North in these days, an indication that the old whole-heartedness which used to keep things together is lacking and the dividing class is doubtless Peltah. I heard the other day that something like \$200,000 has been invested there by residents, which means that Tientsin is the poorest by the way. Therefore, our hospital still lacks furniture, has but one nurse and no patients. The furniture is, I believe, on its way somewhere, but let us hope the patients are not.

**THE PROBLEM OF THE NORTH** is by no means settled. Since my last, it has become known that Russia has formally demanded the right to construct a branch line of her railway from Manchuria direct to Peking. The demand has been formally refused by China, but what of that. We know what China's refusal amounts to where Russia is concerned. The demand was made on the strength of that interesting little agreement with England which stipulates that we will not interfere with Russia's schemes in Manchuria. The railway will of course be made.

Probabilities point rather markedly to an alliance

**BETWEEN CHINA AND JAPAN** with, I fear, Russia in the background. I am seriously apprehensive that Russia and Japan are converging, and their convergence in China will have no benefit to British interests. The Japanese have been very active here of late; Japanese telegrams have been dropping hints, and the native paper here, which is Japanese property, has been loudly advocating an alliance between China and Japan. Coupled with this comes a rumour that the Japanese are to be admitted

**INTO THE CUSTOMS!** I am told that one has been already engaged and that others will follow. This is ominous and will promote trouble. It may not be true, but it at least indicates the tide of public ideas. Japan may be veering round to regard Russia as a dangerous animal that it is easier to pacify than control. It would be thoroughly consistent with Japanese character to do so, and when she sees a strong Power like England apparently knocking down, who can wonder. But if this is so the day is not far distant when she will bitterly repent in sack cloth and ashes!

A rumour was current here yesterday that six German engineers had been murdered in Shanghai, but it has been contradicted. However, I think we may anticipate trouble in that province before long. The people have taken the moving of the Chinese troops across the border from Chihli as an Anti-German movement, and are in a very hostile and excited spirit all along the Kinohov and are bound to cause trouble there. It was a most unpropitious move on China's part sending troops into Shanghai unless she was determined enough and strong enough to sweep her enemies out, as such a proceeding was bound to disturb matters; and it will only afford Germany an excuse for bringing more troops into the country, and seizing the whole of the province. The German Minister has strongly protested against the Chinese troops being there.

The Chinese, as your readers probably know, have a curious belief in child prophesy. That is, if a child starts a new saying or song and the other children take it up, they attach great importance to it. A few days ago there was when the children in Peking suddenly started singing

"Last night I had a bad dream,  
I saw a star fall from Heaven,  
And I was told by an old man,  
That the world was in a peril."

The people take the "Sun" as representing the Emperor, and fear that the child prophesy are foretelling some disaster to the Throne. What can be said for a nation where superstition and ignorance are so magnificently developed!

**WHAT WON'T A CHINAMAN STEAL!** The other day a train on the Peking-fu line had a narrow escape from being badly wrecked, as on reaching a place called Li-li-ho, it was found that a portion of the rails, 27 bolts and 4 sleepers had been stolen! The engine was slowed but not in time to prevent it running off the track and burying itself in a foot or two of embankment. This is a knowing outlook for railway investors in China. Now the idea has been started, and if only a market can be found to buy and sleepers not a mile of railway will be safe in China!

**THE ANGLO-GERMAN LINE** is said to have been agreed to (to Chinking) £1,000,000 financed by the Hongkong and Shanghai and German Banks.

## THE RUSSIAN FAMINE.

A letter on the famine in Russia from Mr. Sergeenko, a Russian writer has lately been printed in the *Novosti*. The fact is, he says, that in many places the failure of the crops was complete, and the peasantry were absolutely without resources. The district councils, in fact, came to the help of the population; but in the first place, the help is not always given at the right moment and in the second, they supply nothing but rice, so that since the autumn many people have not tasted warm food, or, at most, have tasted it only when famine and scurvy are already raging—in other words, when it was too late. Public interest in the matter is but faint and languid. And yet how much might be done with very moderate outlay may be judged by the following estimate: the truth of which has already been proven by experience. When provisions are bought wholesale for the purpose of feeding the poor, warm food can be supplied at a cost of one farthing per head without bread, and of three farthings with bread! Speaking more generally, a whole village may be supported all summer at a cost of from 20 to 35 guineas! The present moment is one of extreme danger; we are on the verge of spring, and all villages will be in a state of absolute destitution. The names of some "kindly" in the famine-stricken districts "who have done much for the helpless people, but who are sick to the heart with despair of the Russian people." Also, adds the writer, their pessimism is based on the shameful and undoubted indifference of our society to the misery of the people.

## THE ROATSWAIN AND THE PANTRYMAN.

INTERESTING PROCEEDINGS IN THE POLICE COURT.

A case of some interest to shipmasters and agents was decided in the British Court on 29th May, before Mr. Burrows, the Magistrate. R. Chan, the boatswain of the "P. & O. s.s. Japan" and Pantryman Callico a pantryman, on the ship were charged with refusal of duty. From the evidence of the Master (Captain Wright) it appeared that the first named accused, who bore an excellent character and had twenty five years service in the Company, was lately ordered to change to the s.s. *Chusan* of the same Company's fleet. He had signed the usual articles in London in which was a special clause inserted by which he undertook to serve on any of the Company's ships to which he might be transferred, but the order given him to transship to the *Chusan* he positively declined to obey. In answer to his Worship he said that he did not want to go to the *Chusan* because his successor on the *Japan* was a fool and a beachcomber, and he regarded the appointment of such a man in his place as an insult. His Worship took some trouble to explain to him the meaning of his engagement, but accused persisted in his refusal to obey orders, and he was sentenced to two weeks imprisonment under the Merchant Shipping Act, to be put on board of the ship should she sail sooner. The case of the pantryman was the exact converse of the former one. He wished to be transferred to the *Chusan* as he did not wish to remain on the *Japan* because of the sickness of the crew. He had signed the usual articles in London in which was a special clause inserted by which he undertook to serve on any of the Company's ships to which he might be transferred, but the order given him to transship to the *Chusan* he positively declined to obey. In answer to his Worship he said that he did not want to go to the *Chusan* because his successor on the *Japan* was a fool and a beachcomber, and he regarded the appointment of such a man in his place as an insult. His Worship took some trouble to explain to him the meaning of his engagement, but accused persisted in his refusal to obey orders, and he was sentenced to two weeks imprisonment under the Merchant Shipping Act, to be put on board of the ship should she sail sooner. The case of the pantryman was the exact converse of the former one.

## ROMANCE OF A DEATH NOTICE.

One of the curious things that appear in the columns of the London *Times* is this death notice, which is published annually: "On Friday, July 16, 1899, in her thirty-third year, the very deeply lamented Lady Flora Hastings, M. J. V." The Lady Flora in question was one of the most beautiful and charming of the maids of honour to the Queen, and had been in attendance on Her Majesty for some time, when she suddenly found herself the subject of malevolent gossip, which had its origin among the ladies in waiting of the Queen, prominent among the number being Lady Fortman. The Queen, who was unmarried at the time, sided with her ladies against the unfortunate girl. Inquiry fully vindicated Lady Flora, and she was reinstated in the Queen's favour. But when she demanded that her traducers be excluded from court, the Queen refused to comply. Soon afterward Lady Flora became ill and died, and her relatives, it appears, have never forgiven Her Majesty for refusing her request. It was a sister of Lady Flora who was the mother of the present Marquis of Bute, and inasmuch as he was notoriously brought up to the belief that his lovely aunt had been most cruelly treated by Her Majesty, he has always manifested a very marked degree of reserve toward the court, and it is generally believed that it is by his orders the obituary notice concerning Lady Flora's death appears each year in the London *Times*.

## SCENE IN MARYLEBONE POLICE COURT.

There was an animated scene at the Marylebone police-court the other day, the principal actor in which was Mr. John Lewis, the Oxford-street tradesman, and a member of the Marylebone Vestry, who attended the court to prosecute one of his salesmen, named Richard Dent, for embezzling the sum of 14s. 2d. Mr. F. Freke Palmer, solicitor, appeared for the defence. Upon the accused being brought before the Court, Mr. Lewis rose from his seat at the back of the Court and took a chair at the solicitor's table. Asked by the magistrate if he was a solicitor, he replied that he was not, but that he wished to conduct the case and examine the witnesses. His worship declined, however, to allow him to do so and requested him to step into the witness-box, which he did. He then proceeded to state the facts of the case, and on being told by the magistrate to keep to the evidence he demurred at the restriction and claimed that he had a right to state his own case. The magistrate sternly ordered him to stand down, but not until his worship had threatened to have him removed if he did not do so.

It appeared that the accused had been in Mr. Lewis's employ about two years at a salary of £55 a year with commission and board and lodging. On Tuesday, an assistant in the same employ purchased of him a quantity of cloth which he entered upon a usual bill and duplicate. Before returning the former to the assistant he altered the amount of the price per yard placing the difference between that amount and the correct one in his own pocket—a difference of 14s. The theft was discovered owing to the accused making a mistake in the amount of discount allowed to the assistants. The accused was then called aside, and in the presence of Mr. Lewis and his confidential clerk he signed a confession which Mr. Lewis had prepared.

Mr. Lewis, recalled as to this, denied that he said he would not prosecute if the prisoner signed it, and after a warm cross-examination he was made to admit that he had said so. Mr. Freke Palmer, who had been called to the witness-box, was asked by the magistrate what he had to say for the defence. He replied that he had nothing to say, and that he was a member of the Marylebone Vestry.

Mr. Plowden (to Mr. Lewis): It was a very improper remark to make.  
Mr. Lewis: Well, I shall say more about it.  
Mr. Plowden: That is a most improper remark to make, Mr. Lewis.  
Mr. Freke Palmer, for the defence, commented upon the impropriety of the prosecutor making his client sign the document produced, and pointed out that it was in consequence of his client not receiving his wages, which had been due some weeks, that he was tempted to commit the offence. He had hitherto borne an irreproachable character.

While Mr. Freke Palmer was addressing the Court, Mr. Lewis again interrupted Mr. Plowden, rebuked him, and threatened to have him removed. "Then let me go," said Mr. Lewis.  
Mr. Plowden: Your conduct has been most creditable. Officers, remove him from the court.

Mr. Lewis: I want to hear what takes place, I refuse to go unless I am compelled to.  
Mr. Plowden: Your behaviour has been most creditable. Remove him.  
Mr. Lewis was then taken out of court, and as he left he remarked, "We shall hear more about this, I go under protest."

Mr. Plowden, in sentencing the accused to six weeks imprisonment, commented adversely upon the methods adopted by Mr. Lewis in getting the accused to sign the confession and then bring him into court.

## THE COST OF A DOG BITES.

INDIAN SOLDIERS SENT TO PASTEUR INSTITUTE.

Lord George Hamilton has admitted in the House of Commons in reply to Sir William Wedderburn, that between July, 1898, and March, 1899, 33 soldiers had been sent from India to the Pasteur Institute in Paris to be treated for hydrophobia. The experiment had cost about £10 a man in this country alone, and "the results have been," said Lord George, "so far as I am aware, very satisfactory." He had no information as to total payments in India.

In the 10 years from 1888 to 1897 there were 23 deaths of British soldiers in India from hydrophobia.

In answer to a second question the noble lord said, "I am aware that Buisson baths (the baths for the Sudorific treatment of persons bitten by dogs and supposed to be suffering from rabies) have been established in India; but the opinions of the Indian medical authorities, so far as they have been received, are not favorable as to the efficacy of this form of treatment of hydrophobia."

## Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

LET'EM ALL COME TO

YEE CHUN'S STUDIO

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carts D'O' 800 Carts

Billary 800 Chateau de

Jomil 800 Charmieres

M. OPPENHEIMER & Co., Paris.

AN APPEAL

THE SUPERIORESS OF THE ITALIAN CONVENT CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.

The Superiores will also be most grateful for any PARASOL or ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1899. [497]

## Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd June, 1899. [671a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Davies, will be despatched as above TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 2nd June, 1899. [718a]

THE OSAKA SHOSHEN-KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"SUMIDAGAWA MARU."

Captain S. Nakaoka, will be despatched for the above ports, on SUNDAY, the 4th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th May, 1899. [719a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Milroy, will be despatched for the above ports, on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, 1st June, 1899. [736a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHINGTU."

Captain Dodd, will be despatched as above on SUNDAY, the 4th June.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 30th May, 1899. [739a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA."

Captain C. Bellen, will be despatched as above on MONDAY, the 5th June, at 5 P.M.

Silk and Valuable cargo transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 29th May, 1899. [729a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"KINTUCK."

Geo. W. Long, Commander, will be despatched as above on TUESDAY, the 13th June.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 30th May, 1899. [696a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on THURSDAY, the 15th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. on the 6th April.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 30th May, 1899. [711a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN."

Captain Fairweather will be despatched for the above port, on MONDAY, the 5th June.

STEAMERS.

"MACDUFF" About 15th June.

"AFRIDI" 30th June.

"BIRCHTOR" 7th July.

"MOGUL" 22nd July.

"HAZEE" 5th Aug.

"COMMONWEALTH" 20th Aug.

For Freight, apply to DODWELL &amp; CO., LIMITED.

Agents.

Hongkong, 31st May, 1899. [546a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched on MONDAY, the 5th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st June, 1899. [666a]

## Shipping.

STEAMERS.

THE "MOGUL" LINE OF STEAMERS.

FOR NEWCHWANG AND TONGKU.

THE Steamship

"MOGUL."

Captain Bailey, will be despatched for the above ports, on or about TUESDAY, the 6th instant.

For Freight or Passage, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 1st June, 1899. [737a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.

THE Company's Steamship

"NINGPO."

Captain Phillips, will be despatched on THURSDAY, the 8th June.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 31st May, 1899. [734a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS."

Captain Riley, will be despatched as above on TUESDAY, the 20th June.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 30th May, 1899. [732a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA."

Captain A. Norsall, will be despatched as above on or about the 29th June.

For Freight, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 30th May, 1899. [686a]

## Consignees.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 6th June, and MONDAY, the 12th June, at 9.30 A.M.

All Claims must reach us before the 16th June, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS &amp; Co., Agents.

Hongkong, 31st May, 1899



